

**Claim Amendments**

1. (Currently amended) A method comprising the steps of:

obtaining a measured fluid pressure near a fluid filter in an internal combustion engine;

determining a predetermined value based on at least one engine operating parameter that includes at least one of engine speed and engine load;

comparing the measured fluid pressure to the predetermined value, yielding a compared pressure;

when the compared pressure exceeds an established value, indicating that a potential fluid filter problem is present.

2. (Previously Presented) The method of claim 1, wherein the at least one engine operating parameter includes at least one of engine speed, engine load, and fluid temperature.

3. (Previously Presented) The method of claim 1, further comprising the step of activating at least one timer based on indication of the presence of a potential fluid filter problem.

4. (Previously Presented) The method of claim 1, wherein the fluid is at least one of gasoline, diesel, and oil.

5. (Previously Presented) The method of claim 1, wherein the measured fluid pressure is taken near an outlet of the filter.

6. (Previously Presented) The method of claim 1, wherein the measured fluid pressure is taken near an inlet of the filter.

**7. (Currently amended) A method comprising the steps of:**

obtaining a measured fluid pressure near a filter in an internal combustion engine;

determining a predetermined value that is a function of at least one engine operating parameter that includes at least one of engine speed and engine load;

determining a difference between the predetermined value and the measured fluid pressure; and

determining whether to indicate a warning condition for the filter based on the difference.

**8. (Previously Presented) The method of claim 7, wherein the measured fluid pressure is taken near an outlet of the filter.**

**9. (Previously Presented) The method of claim 7, wherein the measured fluid pressure is taken near an inlet of the filter.**

**10. (Original) The method of claim 7, wherein the at least one engine operating parameter includes at least one of engine speed, engine load, and fluid temperature.**

**11. (Original) The method of claim 7, further comprising the steps of comparing the difference to at least one predetermined value, and activating at least one timer based on the difference.**

**12. (Original) The method of claim 7, further comprising the step of indicating the warning condition.**

**13. (Original) The method of claim 7, further comprising the step of transmitting the warning condition to a remote location.**

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**14. (Currently amended) An apparatus comprising:**

a pressure sensor arranged and constructed to measure a pressure of a fluid near a filter for the fluid of an internal combustion engine, yielding a measured fluid pressure;

an engine control module arranged and constructed to determine a predetermined value based on at least one engine operating parameter that includes at least one of engine speed and engine load and to compare the predetermined value to the measured fluid pressure, and based on results of the comparison, to indicate a warning condition for the filter.

**15. (Previously Presented) The apparatus of claim 14, wherein the pressure sensor is located in the fluid near at least one of a discharge of the filter and an inlet of the filter.**

**16. (Previously Presented) The apparatus of claim 14, further comprising a display for indicating the warning condition for the filter when the results of the comparison exceed an established value.**

**17. (Original) The apparatus of claim 14, wherein the at least one engine operating parameter includes at least one of engine speed, engine load, and fluid temperature.**

**18. (Previously Presented) The apparatus of claim 14, further comprising a timer arranged to be activated based on the results of the comparison.**

**19. (Previously Presented) The method of claim 1, wherein the potential fluid filter problem is at least one of an obstruction, a restriction, and clogging in the filter.**

**20. (Previously Presented) The method of claim 1, wherein the potential fluid filter problem causes an imminent loss in engine performance.**